STARS AND STRIPES AT SEA

A YEAR OF NAVAL PROGRESS.

INTERESTING FACTS AND FIGURES FROM THE SECRETARY'S REPORT.

THE UNITED STATES NOW RANKS SEVENTH

AMONG NAVAL POWERS-PROGRESS MADE

IN CONSTRUCTIVE WORK - NEW VESSELS RECOMMENDED-

Washington, Nov. 30.-The annual report of the Secretary of the Navy, the Hon. Hilary A. Herbert, gives a voluminous and comprehensive account of the present condition and needs of that important branch of the public service. Since the date of the last report the following vessels have been launched:

Name.	Tonnage. Date of hunch.			
Columbia Marblehead Obungia Cincinnati Katahdin Indiana Musacausetts Minneapolis Oregen	3.183 Nov. 10, 1862 2.183 Feb. 4, 1863 10, 200 Feb. 25, 1863 10, 200 June 10, 1863 7,350 Aug. 12, 1863			

accepted by the Government, and placed in commission during the current calendar year:

Name.	Tonnage.	Date of com- mission.
Monterey Panetroft Machina Detroit New-York Castine	4,108 838 1,050 2,040 8,150 1,050	Feb. 13, 1863 Mar. 3, 1863 July 20, 1803 do Aug. 1, 1893 Not yet com- missioned

The preliminary trials of the Montercy, Bancrot Detroit, New-York, Machias, Castine and Columb resulted successfully, as did also the final trials of the Monterey, Bancroft and Detroit. It is a source of gratification to the Department to state that on the preliminary trials the speeds attained were, in most cases, in excess of the minimum speeds required by the several contracts, as will be seen by the following table:

	in knots per hour.	speed, Knot
Monterey	13.6	
Bancroft	14,27	
Detroit	18.71 21.0	
New-York	15.40	
Castine	15,61	
Columbia	22,80	

The report continues: "The increased horse power or speed over designed rates obtained by tractors in these ships has entitled them in some cases to large premiums, and has attracted much nment. It has been assumed that these premiums when paid were mere gratuities, or they were, at any rate, all clear profit to the builders, the Government being without any sufficient consideration therefor. The system of allow ing premiums for increase over, and imposing penalties for failure to attain, contract rates was not thus intended, and it is not believed to have

When Secretary Whitney, who devised this method, was considering the question of making contracts, he very properly concluded that it would work hardship if he should refuse in every case to take, and should throw back upon the hands of the builder, every vessel that should fall in any respect to equal contract requirements. The natural conclusion was that if the Government did accept a ship not coming up to all the requirements the builders should be charged for the defect according to some scale of rates previously agreed penalities for failure to attain required results. The corollary, alike fair and reasonable, was premiums for excelling contract rates. Thus was devised a system which was practicable because reciprocal, and it was alike just and fair to Government and contractor. It was a double incentive diligence, and it is not believed that it has resulted in any injustice to the Government. Shipbuilders are not less shrewd than other men who conduct great business establishments; competibetween them has always been severe. This statement is made with the fullest assurance of its correctness, and it may as a result be stated with equal confidence that contractors have always taken into their calculations, when bidding, the amounts it was possible to earn as premiums.

"It will therefore be seen that the official trial

of a vessel upon which premiums and penalties depend is a matter of great moment both to the Government and the contractor. Elaborate preparations are always made to secure exact weights, the best of fuel, and the most effcient attendants. Contracts made prior to the incoming of the present Administration provided that the Governent should pay the expenses of a successful trial. ment should pay the expenses of a successful tranmeans of conducting a test upon which so much be readily perceived that disputes will be likely to arise when settlements come to be made, and has already been the case. Bills have been ently presented for trial trip expenses in which Department has felt obliged to insist upon large s been provided in the recent contracts for the shall be paid by the contractors. It is not to be doubted that bidders took this matter into consideration in making their estimates, yet it is believed that this course will result in an economy to the Government. When those who make the bills are themselves to pay them, expenditures for the trial of vessels will not be lavish."

The progress thus far made in our Naval develop ment is clearly shown by this report in a series of tables, which give the number and type of effective war vessels which this country will possess when those now building are completed, and also a list of vessels of the principal foreign States has the following vessels serviceable for

Туре.	Num- ber au- thor- ized.	Num- ber build- ing.	Num- ber in ser- vice.	Total.
Armored.	i			
Battle-ships, first class Battle-ships, second class		3	A SECOND	- 3
Armered cruisers		1	1	2
Coast-defence vessels		4	2	6
Harbor-defence ram		1		1
SHIP SERVICE STREET	-		-	15
Total	******	12	- 9	10
Unarmored. Protected cruisers	Section !	5	8	13
Cruisers		2	ī	72
Gupboats			6	50
Dynamite gun vessel			1	1
	-		-	
Total	3	7	16	26
Grand total	2	19	19	41

A comparison of these tables will show that the United States now ranks seventh as a naval Power.
Of the old wooden ships of the Navy but eight remain in active service as cruisers, and one, the Hartford, is now being repaired for service. With thich are specially excepted by act of Congress, all of these vessels will disappear from active service within three years under the operations of the 10 per cent limit. None of our wooden vessels can taken into account in the consideration of an

ests authority to devote the \$450,900 authorized for the construction of a vessel similar to the Vesuvins to the construction of three torped-boats; and it also recommends that Congress should so increase the limit of cost of the swift torpedocruiser authorized by the act of June 30, 1890, as to enable the Department to have this vessel laid

PROPOSALS FOR NEW VESSELS. The act of Congress entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1894, and for other purposes," approved March 3, 1893, authorized the construction of three new vessels, these vessels to be of the class known as "light-draught, protected gunboats," of about 1.200 tons displacement, and to cost not more than \$400,000 each, excluding any premi-ums that may be paid for increased speed and cost of armament. The act further provided that the contract for the construction of either of said gunboats shall contain such provisions as to speed, and premiums and penalties affected by speed, as.

in the judgment of the Secretary of the Navy, may be deemed proper and fitting. Under authority conferred by the act above tioned, sealed proposals were invited for the construction of these vessels, which, for the pur-Ounboats Nos. 7, 8 and 9, under two general classes, each class embracing all three vessels. In Class 1 the "hull and machinery, including engines, boilers, and appurtenances and equipment, complete in all respects, in accordance with the drawings.

resigned for use in Chinese waters
service cleawhere.
Plans, drawings and specifications were preparet
plans, drawings and specifications were preparet
persons desiring to bid under Class I, and the
sealed proposals under both classes were opened
October 17, 1823.
The bids under the two classes were found to be
as follows:
CLASS I.

Name of bidd.r.	Gunboat No. 7.		No. 8 an Each.	d No. 9.
Maryland Steel Co., Sparrow Point, Md.	\$380,000	\$350,000	\$375,000	\$750,000
Union Iron Works, San Francisco, Cal. Newport News Ship-	400,000	385,000	\$50,000	700,000
building Co., New- port News, Va Coronado Findry and Machine Co., Cor-	290,000	308,000	287,500	575,000
enado, San Diego County, Cal Bath Iron Works, Bath Mc.	372,000 425,000	468,000		
Name of bidder.	Gunboa No. 7	ts No. 7 a:	nd No. 8 o	r No. 9. Total.
Maryland Steel Co., Sparrow Point, Md.	\$379,000	\$379	.000	\$758,000
Union Iron Works, San Francisco, Cal.	400,000	380	,000	780,600

building Co., New- Port News, Va John H. Dialogue & Son, Camden, N. J.	202,500	292,500	585,000
Name of Milder	Gunbeats N	o. 7 and No. 8 No. 8 or it.	or No. 9.
Name of bidder.	200	Will 0 01 10	4 (mm)
Maryland Steel Co., Sparrow Point, Md.	\$370,000	\$370,000	\$1,110,000
Union Iron Works, San Francisco, Cal.	400,000	389,000	780,000
Newport News Ship-			
port News Va	280,000	280,000	840,000
Son, Camden, N. J.	095,333 1-0	205,033 1-3	1,186,000

Union Iron Works, San Francisco, Cal. Bath Iron Works, Bath, Me	\$368,000	\$377,000 382,000	\$342,000 377,000	\$684,000 754,000
Name of bidder.	Gur	iboats No.	7 and No	s sand

Name of bidder.

nion Iron Works, San Francisco, Cai...... \$400,000 \$342,000 \$1.084,000 "These bids are very much lower than any ever heretofore received by the Government, but before accepting any of them the Department is having all the plans examined by a second board. This board is expected to report during the coming week, and the contracts will probably be awarded

CONSTRUCTION OF SHIPS.

"The difficulty experienced until recently in procuring armor, has," says the report, "caused long and unlooked-for delays in the construction of armored vessels. When new industries are in augurated time is required to perfect plants, and these cannot be operated successfully without experience. Our armor-makers have encountered even greater difficulties than they anticipated but these difficulties have all been overcome, and deliveries of armor are now being made with satisfactory rapidity. Surveying the whole field, we find much to be proud of in the knowledge that we can furnish the material for, and build, modern hips of war as quickly, and, without any doubt, as well as any country in the world. I feel confident that some of our shippards rival the best in Eu-

The progress of development in the construction of the vessels of the new Navy heretofors authorized is thus shown to be so well advanced as to make It possible to give a definite idea of the cost to the Government, in consequence of which the Secretary submits tables of details of cost of completed and uncompleted vessels of the Navy up to the beginning of the present fiscal year. The first table gives details concerning the Chicago, Atlanta, Boston, Dolphin, Newark, Charleston, Yorktown, Petrel Baltimore, Vesuvius, Cushing, Philadelphia, San Francisco, Concord, Bennington, Miantonomoh Monterey, New-York, Detroit, Machias, Castine, Bancroft, an tugboats Wahneta, Iwana and Nar-Bancroft, an tugboats Wanneta, Iwana and Nat-keeta. The total cost of construction of these twenty-five vessels was \$19.823.459.35; of their arma-ment, \$3.107.009.85; of their steam engineering and other outfits, \$1.483.045.95; and of premiums paid, \$56,916 97; a grand total of \$25,000,422 12, or almost exactly \$1,000,0000 each. There has been expended for repairs since completion the sum of \$916,008 83.

at the Washington factory is progressing satis-factorily. The gun plant at this establishment is not surpassed by any in the world, and increased experience has resulted during the last year in still greater economy in all branches of manufacture. Up to the present time there have been completed for service 237 guns, ranging in calibre from 4men to 15-men, all of which have not only proved successful upon trial, but have also given results which show conclusively that the general system of construction employed has no superior in foreign countries.

"For the new vessels thus far authorized main battery guns will be required as follows: inch to 13-inch, all of which have not only

	Numb		Num- ber of guns	Num- te, of guns	Num- ber of
Calibre of gun.	Or- dered.	De- livered.	com- pleted to date.	partly com- pleted.	affort.
4-inch 5-inch 6-inch 8-inch 10-inch 12-inch 12-inch 13-inch 13-inch	1+1 68 26 13	777 660 1411 52 25	85 135 135 25 8	20 19 6 19	31 24 25 25 21
Total	453	368	* 208	67	188

Total 453 368 *298 67 188

'The maximum calibre of guns building is 13 inches. In the past guns have been built for the main batteries of battle-ships abroad of a calibre as high as 16.75 inches, and weighing over 199 tons, but practical experience under service conditions afloat has proved them undesirable for naval use. At the present time the weight of foreign naval opinion is in favor of guns of not more than 12-inch calibre, and weighing not more than fifty tons. These guns, owing to greater length of bore and the use of more powerful slow-burning powder of the smokeless variety, give almost as good results as the larger guns above referred to, and this, taken in connection with the great danger of accident to the mechanical devices used to manipulate the larger high-powered guns, has operated to cause a demand for a gun of maximum weight that can be readily handled by man power. Information in possession of the Department leads to the belief that this policy is now that of the leading nations abroad. In England the largest guns for naval use under construction at the present time are of 12-inch calibre, 40 calibres in length, weighing fifty tons; in France, 11.8 calibre and 55 calibres in length.

PROJECTILES.

"The manufacture of armor-piercing projectiles in this country is now well established. Of those heretofore referred to as being produced under contract by the Carpenter Steel Company, of Reading, Penn., and the Sterling Steel Company, of Delmar, Penn., 2,65 of various calibres have been ordered, of which 4,689 have been delivered up to Delmar, Penn., 3,65 of various calibres have been ordered, of which 4,68 have been delivered up to date. Exhaustive tests of these shells show conclusively that they are equal, if not superior, to any armor-piercing shell manufactured abroad. The advent of Harveyized nickel-steel armor, however, has so changed the conditions of attack as to render the higher development of armor-piercing projectiles absolutely essential. This necessity has been clearly established by experiments at the naval proving grounds this year, where, in angular fire against curved nickel-steel plates, it was demonstrated that armor-piercing projectiles would not penetrate at an angle of forty-five degrees, and that at even smaller angles of impact armor-piercing projectiles were liable to break up. This matter is now receiving the serious attention of the Bureau of Ordnance.

"In this connection, during the past year, forged steel shells for the smaller calibres have been treated with the Harvey process, greatly enhancing their armor-piercing qualities.

"During the last few months private firms have evidenced their ability to supply wrought-steel shells of such an excellent quality that the Department has deemed it advisable to discontinue the manufacture of cast-fron projectiles.

"Steel shells fitted with base fuses for the 4 inch, 5-inch and 6-inch guns manufactured by the United States Projectile Company have proved vary satisfactory, carrying their bursting charges through steel plates half a calibre in thickness without breaking up the shells.

SMALL ARMS. "The progress made in the development of small reached such a point that the Department has be-come convinced that the time has arrived for a change in the small-arm ride now in use in the plans and specifications provided by the Secretary change in the genall-arm rifle now in use in the of the Navy." Class 2, the "hull and machinery, including engines, boilers and appurte-offices was appointed in July of this year to first

onsider and decide upon the calibre, and then to est and submit the small arms best suited to the

naval service.

"After careful deliberation and research, taking into consideration the actual necessities of our own navai service, the board recommended a magazine rifle of .2% calibre, to use a smokeless row-der which will give a muzzle velocity of 2,409 footseconds, an effective range of a mile and a half, and employing cartridges of such a weight as to permit not less than 200 rounds to be carried per man.

man.

"This rife will be of a smaller callies than that now in use by any other power. The Department has approved the recommendation of the board in the expectation that it will result in giving the United States Navy a rife with ballistic and tuctical qualities superior to those of any other small arm now in actual service or adopted and in course of construction.

"Thirty Howell torpedoes were originally contracted for, with the option of increasing the number to fifty or more. Seven torpedoes of this type have been presented for official trial, and the balrace are ready for assembling. Their perform-

thee are ready for assembling. Their performance, in regard to speed and accuracy, up to a range of 400 yards, was most satisfactory, but, unfortunately, after two weeks of trial, the torpedo hoat from which the tests were conducted broke down, thus necessitating postponement of the trials until repairs could be made to the boat.

'Of the Whitehead torpedoes fifty of those contracted for have been tested and accepted. It is griffying to state that although the requirements of the specifications for the tests of these torpedoes were exceptionally severe, the trials resulted in the acceptance of the entire lot, and all are considered to be equal in every respect to those made altroad. The remainder of the 100 contracted for and ready for assembling will be delivered as repidly as they can be test. ARMOR. ARMOR.

"The tests of the armor plates at the naval proving ground at Indian Head during the past year have been most important, some exceeding in severity any ever att impted either in this country or abroad. The results of these tests have been enclusive in demonstrating the desirability of using the Harvey process for the armor of all the vessel-14-inch nickel-steel Harvey plate, the results were remarkable. Against this plate were fired four le-inch Holtzer armor-piereing shells, with striking 10-inch Holtzer armor-pirreing shells, with striking velocities of 1,472, 1,856, 1,859 and 2,655 foot-seconds respectively. All four of these projectiles were crished on the plate, the greatest penetration, which did not exceed eleven inches being that of the last shot, which was fired at a fragment of the plate weighing but 44 tons, with a striking electry of 14,715 foot-tone, or 3,348 foot-tone per ten of plate attacked. It is believed that such an energy per ton of plate has never been used in any test. "During the tests for acceptance of armor plates experiments have been made to determine the relative effects of impact of armor-pletcing projectiles on ships framing protected by ordinary nickelon ship's framing protected by ordinary nickel-steel plates and by nickel-steel Harveyized plates in the experiments the backing representing the ship's framing was the same in each case. The intreated nickel-steel plates receive nearly all the energy within themselves, and distribute it over the vessel in tracking effect; while the hard surface of the nickel-steel Harveyized plates causes the energy of impact to be principally absorbed in the disintegration of the projectile. The experiments developed a marked difference in the effects produced, in one case a much heavier nickel untreated plate being set lack bodily several inches under impact of 196 foot-sconds less velocity than the lowest striking velocity with which the Harvey plate was attacked, while the latter was scarcely moved at all.

"Exhaustive experiments have conclusively demonstrated the beneficial results obtained by the application of the Harvey process, and arransments have recently been made to Harveyize such of the armor under the old contracts as was not too far advanced in manufacture to admit of the change, or as would not seriously delay the completion of the ships. In consequence of this much of the side armor of the Maine, Peritan and Monsaluek, and the barbettes for the Oregon will be of Harveyized nickel steel. All the armor provided for ander the new contracts will be treated by the Harvey process."

NAVAL POLICY.

Under the heading of Naval Policy the Secretary lowed in the further expansion of the Navy. He calls attention to the fact that we now are building only four first-class battleships. We are comauxiliaries, which would be of great use as com-merce destroyers. "But unarmore I cruisers are not, properly speaking, fighting vessels. They can devessels with any reasonable hope of success, and in time of war, scattered abroad over the high seas as they would be if we tent them against an enemy's commerce, they would leave our unfortifies reliance, except upon four first-class and two second-class buttleships, seven coast-defence yes eels, and two little torpedo-bonts. There, if they sen, and two little torpedo-boths. These, if they were all concentrated, would scarcely be able to create a diversion of an enemy's fleet, and if scattered would not furnish a battleship or even a torpedo-boat for the defence of each city. If we enemy with a fleet of battleships could wreck citle

Minneapolis, Puritan, Monadnock, Amphirite, Terror, Iowa, Brooklyn, Gunboat No. 2, Of the last-named three the contracts are not yet awarded. Upon these vessels the expenditure for construction is given as \$23.619.071.65; and for armanof \$26,701.956.55.

ORDNANCE.

Amended Word of the interpretations are perhaps never decisive of a war. The history of our Civil War for construction is given as \$23.619.071.65; and for armanof \$26,701.956.55.

ORDNANCE.

Ships of the fire their preparations are preferate more processed and processed of the proc

power to whatever policy it may be thought wise on the part of our Government to assume. The Navy is to maintain an honorable peace, begotten by an assured strength to protect rights, enforce just claims, beget security against foreign aggression, and compel respect for any declared policy of our people which may affect foreign nations. With the increase of ships herein outlined, our Navy will still be one for defence rather than offence. We would, however, with this policy enforced, have our ports adequately protected and at the same time have sufficient power on the high seas and in foreign ports to maintain the rights and interests of our people, and to uphod the honor and dignity of our leag among the nations of the earth, without unduly burdening our people or entering into any rivalry with those great navies maintained by nations who believe their existence depends on their navel strength.

PERSONNEL

action in reference to the personnel of the line of the Navy. Its present condition is too serious to be neglected any longer, and unless remedies are adopted looking to some system of promotion which will produce a regular flow from the bottom to the top of the list, the consequences not only to the service but also to the Government will soon

be nothing less than slarming.

"The object of any scheme of promotion in the Navy should be to produce efficient commanding officers, the accomplishment of which necessitates that officers of the line by made to bear the responsibilities of actual command by or before the time they have reached the prime of life; while they are still young enough to accommodate themselves to the demands upon intellect and energy which are made by the assumption of control of

modern man-of-war. "A clear understanding of the necessity for im-

"A clear understanding of the necessity for immediate action in this matter can only be gained by a statement of the principal causes heretofore existing which have led to the present stagnation in promotion, which statement will also snow that neither the evis themselves nor the necessity for removing them are open to dispute. The principal causes which have led to the present condition of affairst are, briefly stated, as follows:

"First, in 1856 Congress authorized a scrutiny of the active list which resulted in the removal of a large number of officers, the vacancies thus created being filled from the passed midshipmen of the Navy. The numediate effect of this was the reduction of the number of officers below the grade of Houtenant from 258 in 1854 to 78 in 1857. This number had only increased to 91 when the outbreak of the Civil War occurred, an event which caused a great number of resignations from all grades of the Navy, creating at once many vacances all through the line, to fill which there existed only the small number of junior officers mentioned above. The resulting embarrassment of the Department for officers in the junior grades forced the Government to supply its wants from the merchant service.

"To this lack of officers in a time of sudden need

partment for officers in the junior grades forced the Government to supply its wants from the merchant service.

"To this lack of officers in a time of sudden need was due the unfortunate policy which prevailed from 180 to 180, inclusive, and which has contributed, more than any other cause, to the present stagnation in promotion. During most of this period the numbers in the classes under instruction at the Naval Academy were kept at the hishest possible limit, the calets being pressed to graduation in large numbers and with the utmost rapidity. On the 1st of January, 180, there were 480 meishipmen in the service, all of whom had entered since the war began, in January, 1805, there were in the academy 137 midshipmen in the fourth or lowest class alone. Midshipmen were graduated during the years 1805-61-88 at an average rate of about seventy-eight per year. In 1882 the demands of the war, and in 1805 a necessary reorganization, had each contributed to so increase the numbers as to make promotions to the grade of leutenant very rapid, but only for a few years to follow. The senior sixteen midshipmen of the seventy-eight who were graduated in 1888 became fleutenant in 1872, at an average age of twenty-four. The twelve seniors of this class have been promoted to fleutenant-commanders since the beginning of this year, at an average age of forty-five, and after having served twenty-one years in the grade of fleutenant.

"At the same time that this disproportionate

grade of lieutenant.

"At the same time that this dispreportionate number of graduates entered the active service the dates of 1850 and 1861 were further increased by the admission of a number of officers from the volunteer Navy, whose ability and services had entitled them to such recognition on the part of

od The effect of an act passed in 1879, argely increased the numbers in the lower of the line.

incher grades of the line.

"The present result of the combined causes mentioned above is shown in the following table, which gives the average ages at which officers of the line how reach the several grades:

61 Lieutenant commander 46 50 Lieutenant 36 50 Junior lieuterant 33 48

"I have endeavored to impress you with my deillierate conviction that this most important branch
of the public service, which may properly be termed
the right arm of the Republic for external defence,
now suffers from two great cells, viz.
"First, a large proportion of the officers of the
line of the Navy, at a time when mind and body
ought to be at the best, are serving in the lower
ranks without command and the habit it beggis.
"Second he method now exists whereby the
Government can get the very llower of its personnel late those positions where they can be of
the greatest service to the country, in consequence
of which a duil mechanical movement takes the
place of healthy progression led by meet and
finess."

place of healthy progression.

"I am engaged in the preparation of a plan for the reorganization of the line of the Navy, which I thick will meet the requirements of the service, and I shall have the honor to present to the Committees on Naval Affairs, and also to the Joint Committee to investigate and consider the subject of the rank, pay and other matters relating to the personnel of the Navy proposed in the concurrent resolution introduced by the Hon. M. Meyer,

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INDIA.

The Exhibit of India from the "I cannot too strongly recommend Congressional ction in reference to the personnel of the line of

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value of the present system of employing labor at Navy Yards, but it certainly is an improvement upon former methods. Every officer of the Navy with whom I have consulted favors it; especially those who have had recent experiences in Navy Yards. And yet experience and the constant investigations being made will doubtless suggest modifications.

"Generally the regulations adopted by my predecessor seem to have been fairly compiled with. Recent developments, however, have shown some violations of the rules at the Wasnington Navy Yard. It is the purpose of the Department to investigate thoroughly every case of alloged irregularity, and when infractions of the rules are established such steps will be taken and such orders legued as will prevent repetition of the offences. It is hoped that results will be such as to satisfy all parties of the propriety and policy of making merit the sole test by which labor is employed and retained in our Navy Yards.

NAVY YARD PLANTS.

NAVY YARD PLANTS.

"The only improvements of Navy Yard plants recommended are such as will maintain them in good condition to do repair work only. petition between shipbuilders is now very sharp, and at present rates they can build more economiand at present rates they can build more economically than can be done at Government Yards. Sound policy would, therefore, seem to require that any new vessels Congress may see fit to authorize shall be let out by private contract, especially as, in the event of a foreign war, the Government would be compelled to rely on private yards for hurrled extensive repairs and any desirable increase of vessels.

DESTIMATES AND APPROPERATIONS. "For the fiscal year ending June 25, 1835, the eaincrease of the Navy and public works, amount to \$37,886,914 02, as will be seen from the following "The estimates for the same purposes for the cur-

The estimates for the same purposes for the current fiscal year amounted to \$24,474,4851, or \$3,414,415 81 less than those for the next fiscal year.

"For the current fiscal year the estimates for increase of the Navy amounted to \$17,05,57, and for the next fiscal year they amount to \$12,455,925, the difference being \$2,701,388.

"The estimates for the running expenses of the Navy and Marine Corps, including improvements at Navy Yards and stations for the next fiscal year, amount to \$15,432,889.92, being \$935,948 81 in excess of the estimates of the current fiscal year."

A YEAR'S WORK AT THE MINTS.

DIRECTOR PRESTON'S ANNUAL REPORT-IMPORTS AND EXPORTS OF GOLD AND SILVER.

Washington, Nov. 30.-R. E. Preston, the Director of the Mint, has submitted to the Secretary of the Treasury a report of the operations of the and assay offices for the fiscal year ended June 10, 1891. It shows that the value of the gold deposited, including redeposits, during the fiscal year 1860, at the mints and assay offices, was \$50,839,905 Of this sum \$11,286,168 was classified as of domestic production. Foreign gold buillion and coin of the value of \$8,54,027, old plate, Jewelry, etc., of the value of \$2,830,176 and worn and uncurrent domestic coin of the value of \$306,870 constituted the original deposits.

sliver dollars of \$85,105,367. The classification of the

crease of production has been over 10 per cent since 1873.

The report of the American delegates to the Brussels Monetary Conference, at which twenty countries were represented is presented in full, and is preceded by a short account of former international monetary conferences. The first of these was held in Paris in 1867. Eighteen countries were represented. This conference voted unanimously against the adoption of the silver standard exclusively, and unanimously, with the exception of the Netherlands, in favor of the single gold standard. The second international monetary conference, that of 1878, was called by the United States. Twelve countries sent delegates to it. It was their outnion, the delegates of Italy only dissenting, that it was necessary to preserve in the world the monetary functions of silver as well as of gold, but that the choice of one or the other or both simultaneously should be governed by the special situation of each

TO IMPOSE AN INCOME TAX.

IT IS LIKELY TO APPLY ONLY TO INHERITANCE AND CORPORATIONS-DECREASE IN REV-ENUES ESTIMATED AT \$25,009,000.

Washington, Nov. 30.-An income tax will be a

conspicuous feature of the internal tax schedules upon which the majority members of the Ways and Means Committee are now working. The details of the plan are gradually assuming a definite form. It will exempt individual incomes, and will apply only in a general way to inheritances and corporations. The data furnished by the Treasury Department show that during the ten years the tax was in existence the receipts in round numbers were \$347,000,000. High-water mark was reached in 1865. During that year the receipts aggregated \$73,000,000, and in the year following they were \$77,000,000. The great increase in population and wealth since then leads the committee to believe that a tax on corporations alone will furnish a considerable amount of the revenue needed to supply the deficit caused by the reduction in tariff duties.

Chairman Wilson now believes that \$25,000,000 will cover the decrease in revenues from imports caused by the bill recently made public. He reached this conclusion after a careful examination of the new Tariff bill, and this conclusion is shared by Secretary Carlisie, with whom the chairman has had repeated conferences.

A tax of 10 cents a pack on playing cards has been suggested, and will no doubt be adopted, as all the majority members regard the proposition favorably.

The committee has reached no understanding as yet recarding whiskey. It is not likely that the tax will be increased beyond 10 cents a gallon, with a probability that it may remain untouched. were \$347,000,000. High-water mark was reached in

FOR BETTER ROADS IN ULSTER COUNTY.

FORCICLE PLEAS BY JUDGES PARKER AND CLEAR WATER REPORE THE SUPERVISORS.

Kingston, N. Y., Nov. 30 (Special).-The subject of road improvement under the new State law was brought before the Supervisors of Ulster County here last night by a committee representing the newly formed County Road Improvement Association. Judge Alton B. Parker and County Judge A. T. Clearwater addressed the board at length. They dwelt on the wretched condition of Uister County's roads, reminding the Supervisors that Ulster last year spent \$116,000 upon its public roads, with practically nothing to show for the outlay. This is more than any other county in the State appropriated for its public highways, yet, though int of silver deposited aggregated ranking eleventh in population, Ulster had the ranking eleventh in population, Ulster had the worst roads of any county in the State. The appointment of a committee of Supervisors for investigation and conference was requested.

The Supervisors selected a committee of five of their number to look into the subject and see what could be done at some future time without seriously affecting the pockets of their constituents and endangering the chances of their constituents of the same three was to be considered to the constituents of the same three was the constituents of the same three was the constituents and that was the last of it.

CONSECRATION OF BISHOP DUNNE.

Chicago, Nov. 30 .- With all the pomp and ceremony incident to such an occasion the consecra-tion of the Rev. F. T. Dunne, for nineteen years pastor of the Church of All Saints, of this city, as Bishop of Dallas, Tex., to which office he was pastor of the Church of All Saints, of this city, as Bishop of Dalias, Tex., to which office he was elevated two months ago, was solemnized to-day. The consecrator of the day was Archbishop Feehan of this diocese, who was attended by Father Parton, as deacon, and Father Thielmets, as assistant deacon. The preacher of the day was Archbishop Janssens of New-Orleans, while Archbishop Ireland journeyed from St. Paul and Archbishop Katzer from Milwaukee in order to honor the new bishop. At 10 o'clock there was ranged within the chancel the four archbishops, fifteen bishops and 300 priests. The services opened with the celebration of high pontifical mass, and after the leason of the day, the Papal bull appointing the priest to the bishoptic was read in the Latin tongue by the Rev. Dr. Hugh O'Garra McShane. The oath of obedience and loyalty to the Holy see was then administered by Archbishop Feehan, and Archbishop Ryan conducted the usual examination of the bishop-elect. The latter was then clothed with the episcopal vestments and celebration of the serson, in which Archbishop Feehan, was blessed and presented to him. At the conclusion of the sermon, in which Archbishop Feehan, was blessed and presented to him. At the conclusion of the sermon, in which Archbishop Janssens paid high tribute to the new bishop and dwelt upon the importance of his new office, the Te Deum was chanted by the assembled priests and prelates, assisted by an orchestra and special choir of sixty voices. Bishop Dunne was then led in procession through the church, dispensing his blessing to the congregation on either side as he passed around the aisles. At the conclusion of the mass the kiss of peace was exchanged, and the ceremony, which had lasted nearly four hours, came to'a close.

COUNT VALENSIN'S ESTATE BANKRUPT. San Francisco, Nov. 3) (Special).—The estate of Count Giulio Valensin, the horseman, who owned Count Giulio Valensin, the horseman, who owned the stallion Sidney, is practically bankrupt. When Valensin died his estate was appraised at \$17,000, but since then its value has shrunk. The stallion Sidney, supposed to be worth \$75,000, only brought

Sidney, supposed to be worth \$75,000, only brought \$25,000 at auction in Cincinnati. Creditors soon began to send in claims from all quarters, and it now looks as though nothing would be left for the heirs. The Count had herrowed money, even from his mother in Italy. What complicates the case is that the first wife has brought suit to have the Count's will set aside on the ground of insanity. The trouble between her and the Count grew out of the employment of Monsign Capel as the tutor of the son, Pio. The Count objected because Capel had been attentive to her before she was married. Capel is still acting as the son's tutor on the mother's big Sacramento ranch. Those who have seen him lately say the once distinguished-looking Roman prelate is excessively fat.

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